Dale/Carmichael Trial Gets Underway In L.A.

LOS ANGELES—After the first three days of the "Carmichael et al" trial involving the promotion of the three-wheel Dale, one attorney said, "Everything that can happen in a trial is going to happen here." Another attorney's view was that the stage is set for a real dogfight among the remaining six defendants (originally nine) and their attorneys.

To help in the examination of prospective jurors, G. Elizabeth Carmichael, former president of the defunct Twentieth Century Motor Car Corp., asked that a psychologist be present. "A juror who would want to willingly sit during a trial for six to nine months has got to be somewhat crazy," she told *Autoweek*. "Some are even offering to give up vacations or to switch jobs."

When that request was turned down, acting as her own attorney she began examining the jurors herself. Among the questions she asked were their feelings about innocence and guilt, homosexuals, trans-sexuals and a person who defends herself. ("Am I a fool to defend myself? Or a supreme egotist?")

In a complete turnaround from the favor Carmichael did not enjoy in the eyes of the other defense counsels, she has been selected as their spokesman in matters where all are concerned. Though she has no formal law training, she said she has spent the last 14 months in jail studying law so as to be able to defend herself when the time came.

One of the attorneys brought up the matter of increasing daily pay for the jurors because of the length of the trial. "There is no way we can get a fair cross-section of the community from which to pick jurors when the pay is that low," he said. He offered to "throw in some money of my own."

With Charles Roh having pleaded no contest to a charge of conspiracy, the six remaining defendants are Carmichael; his wife and personal secretary, Vivian Barrett Michael (to be called only Vivian Barrett by court order); Ed Comstock, vice president and assistant to the president; Samuel Schlisman, vice president of dealer relations and treasurer; Andrew Ray Farrell, vice president of purchasing and development (later to become, briefly, president, when Carmichael fled to avoid prosecution) and Jay Gardner, a salesman.

Six-wheelers Sweep Sweden

ANDERSTORP, Sweden—The six-wheeled Tyrrell of Jody Scheckter and the similar car of Patrick Depailler put an end to the Ferrari domination of Formula One racing here June 13 by taking first and second places in the Grand Prix of Sweden.

Niki Lauda's Ferrari was third just 0.1 second behind Depailler, who trailed Scheckter by 0.6 second. Jacques Lafitte's Ligier-Matra was fourth, James Hunt's McLaren fifth and Clay Regazzoni's Ferrari sixth.

American Mario Andretti qualified third but was penalized for jumping the start and later retired with mechanical problems.

Lauda maintains his lead in the World Championship with 55 points, Scheckter is second with 23, followed by Depailler (20), Regazzoni (16), and a tie between Lafitte and Jochen Mass with 10 each.

***Autoweek* will have a full report next week.**

LATE NEWS

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● USAC had logged 42 entries at press time for the June 27 running of the Pocono Schaefer 500. Qualifying will get under way June 20, and carburation tests will be held June 24. As at Indy, the field will be limited to 33 racing machines.

● Another new racing car from Lotus? So the latest rumors from England have it; apparently Lotus, not to be outdone by the success of the Tyrrell P34, may be working on a six-wheeled car of its own to either replace the 77 or run alongside it. And further good news for Lotus fans: Colin Chapman says he now is involved in the racing effort on a full time basis once again.

● A grand jury in Terre Haute, Indiana has refused to indict Guy Trollinger, the caretaker and horse trainer who allegedly was involved in the gunshot death of Indianapolis 500 official Elmer George May 31. The jury called eight witnesses, including Tony Hulman and A.J. Foyt, before calling George's death justifyable homicide.

● Ian Scheckter, Jody's older brother, now would appear to have a lock on the South African national driving championship after winning the South African Atlantic race at Kyalami June 6. Formula Atlantic, you will recall, this year replaced Formula One as the South African national formula.

● Rene Arnoux won the June 7 European championship Formula Two race at Pau after his teammate Patrick Tambay crashed out of the lead after starting from pole position and leading for 30 laps. Jacques Lafitte was second, Jean-Pierre Jabouille was third and Jean-Pierre Jarier, fourth. Tambay was uninjured in his incident.

● Bob Sharp, who broke his wrist in a crash a couple of weeks ago, has engaged Elliott Forbes-Robinson to drive for him for the remainder of the season in IMSA and SCCA C Production and B Sedan races. In testing at Lime Rock, EFR got down to 57.6 compared to Sharp's track record of 57.775.

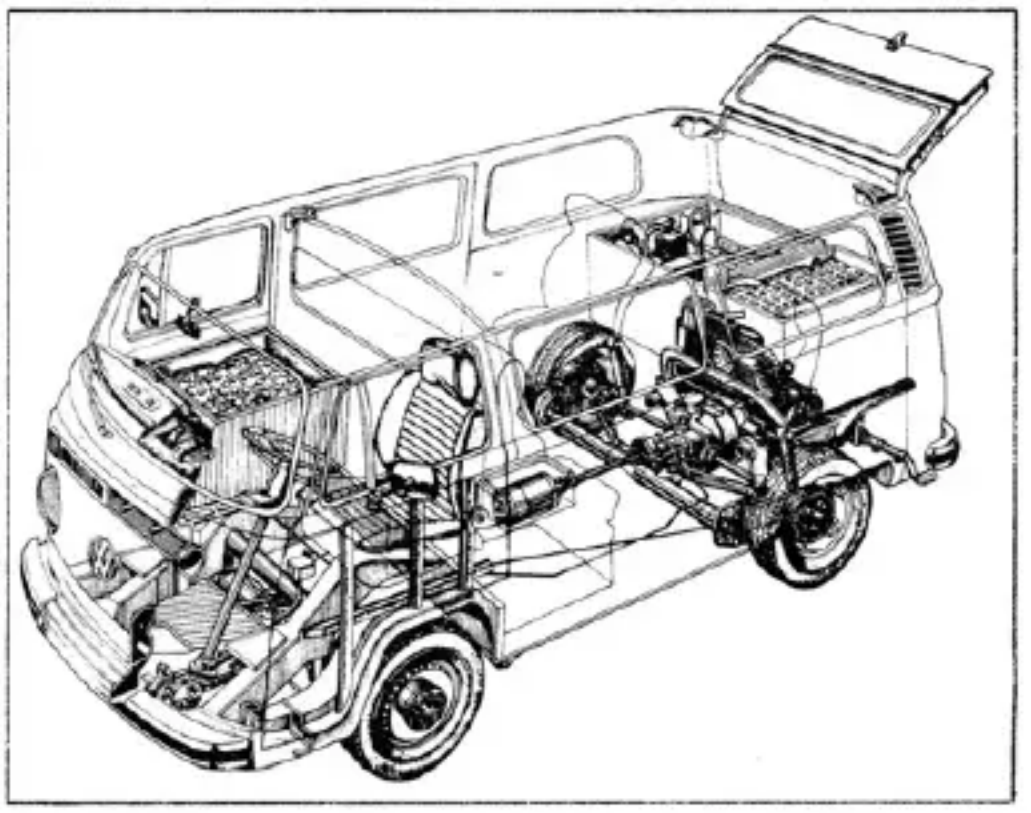
● David Pearson has taken over the NASCAR money lead from Richard Petty as a result of his win at Riverside June 13. He now has won $158.755 so far this season, compared to Petty's winnings, $153,090. Benny Prsons has the points lead, with 2161 points; Cale Yarborough is second in the point standings, with 2138. That's one race short of the halfway mark in the NASCAR season.

● Mario Andretti received facial lacerations and a bitten lip June 5 when the Lotus he was testing at Andersorp in preparation for the Swedish GP suffered a right front suspension failure and caused the car to crash end-over-end several times from a speed of approximately 120mph. Andretti was out and around after a single night in the hospital.

● Ronnie Peterson's March 761 was sponsored in the Swedish GP by First National City Bank, who also sponsors the Roger Penske F-1 entry. The deal was said to be a one-off attempt to interest Swedish bankers in motor racing.

● IMSA will take over the fall Laguna Seca road racing date on Oct. 3, vacated by the demise of the SCCA/USAC F-5000 race. A Camel GT a Formula Atlantic event and a Grand National West event will be run.

Volkswagen Creates Unique Taxi Using Microbus, Electric Power



NEW YORK—Using one of their time-tested and world-proved VolkswagenMicrobuses as a starting point, VW research and development engineers have created a part-electric, part-gasoline hybrid-powered cab as their entry in the Museum of Modern Art's current "City Taxi Project."

While the VW vehicle, on display in the Museum through September 7, has specially-designed seats for up to four adults and room for a mountain of luggage and other bulky articles, even including a wheelchair or baby carriage, it is only a few inches longer than a conventional subcompact car and easily fits into the traffic-jammed inner-city scene.

The driver's forward-control position gives him a virtual "wheel-house view" of his driving environment. Driver and passenger compartments are separated by a bullet-proof "security wall" with a wide bullet-proof window in its upper portion for good visibility.

Automatic electric control enables the driver to unlock the wide door on the right side of the passenger compartment, slide it open, close it and relock it, all without leaving his seat. He also has automatic control over the lock for the rear luggage compartment door. Both that door and the sliding door on the left side of the vehicle can easily be opened by passengers.A major feature of the prototype cab's overall concept is its hybrid power plant. That part-gas, part-electric unit enables the vehicle to operate under totally pollution-free electric power when in an inner-city core area where unsatisfactory air conditions could preclude the use of internal combustion engines.

Full electric power operation not only eliminates all exhaust gases, but also contributes to a more pleasant atmosphere because of the near-silent operation of the vehicle's electric motor.

In areas where low-emission power plants may be used, the VW City Taxi driver can switch to hybrid operation, the vehicle's driving power then coming from both the electric motor and the gasoline engine. The only shifting that the driver has to do while in hybrid mode is to shift his foot from accelerator pedal to brake pedal as traffic conditions require.

When first starting up in hybrid mode, the vehicle's electric motor provides all the driving power, operating off the current from 11 storage batteries housed in the vehicle. Once the VW City Taxi reaches a speed at which the internal combustion engine operates efficiently, that gasoline engine takes over the task of supplying the main driving power to the wheels.

If the gasoline engine does not put out enough power to meet the cuts back in and supports the gasoline engine in its work.

When the gasoline engine's output is more than sufficient to meet current driving requirements, the electric motor functions as a generator, running on excess power from the gasoline engine and storing its output in the vehicle's battery pack in the form of electrical energy.

In those infrequent instances when the gasoline engine's output is just equal to the vehicle's demand, the electric motor neither contributes power to the wheels nor generates electricity for the storage batteries.

When operating on hybird power, the VW City Taxi's exhaust emissions are substantially lower than those of vehicles powered by conventional internal combustion engines. That is because emission levels normally increase during rapid changes in throttle valve position such as take place when a conventional gasoline engine's accelerator pedal is quickly depressed. The layout of VW's hybird power plant is such that the City Taxi's electric motor carries the entire load at the start of the acceleration process. This permits the throttle valve to open slowly with resultantly low emission values.